Bitte die Nachträge am Ende beachten!

Der Atom-getriebene Eisbrecher ARKTIKA wird im September 2020 abgeliefert

Nachdem die Ablieferung mehrfach verschoben worden war, wird der erste russische Atom-Eisbrecher des Projektes 22220, die „ARKTIKA“, jetzt im September 2020 an den Auftraggeber, Rosatom, abgeliefert. Danach sollen umfangreiche Erprobungen auf See stattfinden. Das Schiff war bereits am 05. November 2013 auf Kiel gelegt worden und erst am 16. Juni 2016 vom Stapel gelaufen. Die Schiffe des Projektes 22220 sind für zwei verschiedene Tiefgänge konzipiert, so dass sie sowohl im Arktischen Meer, als auch in den Mündungen der großen russischen Flüsse operieren können. (*Eisbrecher erzielen konstruktionsbedingt natürlich ihre optimale Leistung nur bei einem bestimmten Tiefgang!)*

Die Schiffe erreichen mit einer installierten Leistung von 60 MW eine Geschwindigkeit von 22 kn (im freien Wasser). Ihre Abmessungen betragen: Länge 173.30 m, Breite 34 m, Tiefgang 10.50 m oder 8.65 m, max. Brech-Kapazität 2.90 m dickes Eis mit 1.5 bis 2 kn, Deplacement 33 540 t. Sie sind für eine Lebensdauer von 40 Jahren ausgelegt und haben eine Besatzung von 53 Mann.

Der Entwurf wurde im Jahr 2009 durch das halb-staatliche Forschungsinstitut “Iceberg” Central Design Bureau (*CDB, nicht zu verwechseln mit CBD, Cannabidiol, einem Inhaltsstoff von Cannabis*) fertiggestellt. Zum Einsatz kommen sollen die Schiffe des Projektes 22220 in der westlichen Arktis: Barents-, Petschora- und Kara-See. Außerdem auch in den flachen Mündungs-Gewässern von Jenissei und Ob. Der Name „ARKTIKA“ wurde von dem legendären Atom-Eisbrecher übernommen, der als erstes Schiff den Nordpol erreichte. (Quelle: PortNews)

Kiel-Legung des Atom-Eisbrechers „ROSSIYA“

Am 28. September 2020 ist Termin für die Kiel-Legung des Atom-Eisbrechers „ROSSIYA“ des neuen Projektes 10510 bei der Weft SC Zvezda (Primorsky Territorium, bei Wladiwostok). So informierte jüngst die Staatsfirma Rosatom in ihrer Zeitung “Strana ROSATOM”.

Die „ROSSIYA“ wird das erste Schiff (von 3 geplanten) einer neuen Generation von Atom-Eisbrechern sein, die 2027 in Betrieb gehen sollen. *(Na, schauen wir mal).*

Sie sollen eine Antriebsleistung von 120 MW haben *(zum Vergleich: der deutsche Forschungs-Eisbrecher „Polarstern“ hat eine Antriebsleistung von 14 MW)*, Geschwindigkeit 22 kn, Länge 209 m, Breite 47.70 m, zwei Atom-Reaktoren mit je 315 MW Wärme-Erzeugung. Bei einer Verdrängung von 69 700 t soll Festeis bis zu einer Stärke von 4 m (!) gebrochen werden. Der Antrieb erfolgt elektrisch über 4 Propeller-Motoren mit je 30 MW Leistung.

Die Schiffe sollen einen bis zu 50 m breiten Kanal in das Eis brechen, so dass ganzjährig Containerschiffe und Gastanker bis zu 50 000 t (mit Eisklasse ARC7) auf dem Nördlichen Seeweg verkehren können. Bis es soweit ist, wird der Nördliche Seeweg von Atom-Eisbrechern mit bis zu 60 MW Leistung bedient. (Quelle PortNews)

Wir sehen: Der Kampf um die Bodenschätze und Verkehrswege der Arktis ist voll entbrannt. Und wie steht der Westen da in diesem (noch friedlichen) Wettstreit?

Die Führungsmacht des Westens besitzt nur zwei Eisbrecher!

Zu den Aufgaben der US-Eisbrecher gehören das Sammeln wissenschaftlicher Daten, die Rettung von im Eis feststeckenden Schiffen und die Beseitigung von Ölunfällen. Darüber hinaus schützen sie die Interessen der USA nördlich des Polarkreises, wo infolge des Klimawandels sich neue Handelsmöglichkeiten eröffnen.

Arktis-Experten sagen auch, dass Eisbrecher eine entscheidende militärische Lücke schließen müssen, um die Präsenz der USA in der Arktis zu stärken, in der mehrere Nationen um

die Vorherrschaft kämpfen. Die US-Küstenwache hat zurzeit aber nur zwei Eisbrecher in Betrieb: „Polar Star“ und „Healy“. Beide natürlich konventionell angetrieben! Keine Nation außer Russland besitzt Atom-getriebene Eisbrecher.

repariert werden, was seinen Einsatz in der Arktis unmöglich macht. Damit bleibt für die Arktis nur die „Healy“, ein Forschungs-Eisbrecher mittlerer Größe. Sie ist auch schon über 20 Jahre alt, wird aber voraussichtlich noch weitere zwölf Jahre Dienst tun können.

Die „Polar Star“ ist bereits über 40 Jahre alt und hat damit die Grenze ihrer Lebensdauer längst erreicht. Zwischen seinen jährlichen Reisen in die Antarktis muss der Eisbrecher wegen seines Zustands jedes Mal gründlich

Dieses Schiff wird jedoch hauptsächlich für wissenschaftliche Aufgaben (390 m² Laborfläche) eingesetzt, z.B. für die Sammlung von Daten über den Klimawandel.

Kanadischer Eisbrecher „Louis S. St-Laurent“

Nach optimistischen Schätzungen wird ein neuer amerikanischer Polar-Eisbrecher frühestens in 5 Jahren einsatzbereit sein, und der Bau wird Milliarden kosten, während Russland bereits jetzt 40 solcher Schiffe in der Region im Einsatz hat. Die Realität ist, dass die Vereinigten Staaten die Arktis ignoriert haben. Sie haben die wichtigste

Seeroute zwischen Asien und Europa so gut wie aufgegeben. Die Kontrolle über den Nördlichen Ozean wird Russland und China überlassen.

Aber Präsident Trump hatte diesen Mangel ja wohl erkannt. Wie sonst wäre er auf die Idee gekommen, Grönland zu „kaufen“ ?

„Wir sind die größte Seemacht der Welt und hoffen nur, dass das über 40 Jahre alte Schiff (Polar Star) über Wasser bleiben wird“, sagte Heather Conley, Arktis-Expertin vom „Center for Strategic and International Studies“ (CSIS).

Der große Konkurrent China hat von 2012 bis 2017 fast 90 Milliarden US-Dollar in die Arktis investiert und plant den Bau nuklear angetriebener Eisbrecher als Vorstufe zum Nuklear-Flugzeugträger!

Zu den Anrainerstaaten der Arktis gehören neben den USA unter anderem auch Dänemark, Island, Norwegen, Schweden und Russland.
China, das kein Anrainerstaat der Arktis ist, will unbedingt mitmischen, braucht dafür aber Russland. Erst Anfang Dezember zelebrierten Wladimir Putin und Chinas Staats- und Parteichef Xi Jin Ping die Inbetriebnahme der XXL-Pipeline „Kraft Sibiriens“.

*Chinesisches Polar-Versorgungsschiff **XUE LONG** (gebaut in der Ukraine)*

Damit soll künftig Gas über eine neue 3000 km lange Leitung von Sibirien bis in die chinesische Metropole Schanghai geliefert werden. Damit soll das bilaterale Handelsvolumen zwischen beiden Ländern bis 2024 verdoppelt werden (auf 182 Milliarden Euro jährlich). 2014 war das 400-Milliarden-Dollar-Projekt zwischen Gazprom und der China National Petroleum Corporation (CNPC, Mitarbeiterzahl 2017: 1,3 Mio.) vereinbart worden. Gazprom will 2020 zunächst 4,6 Milliarden Kubikmeter Gas liefern, bevor die Leitung bis 2025 auf die volle Kapazität von 38 Milliarden Kubikmetern hochgefahren wird.

*Chinesischer Polar-Eisbrecher **XUE LONG 2** (gebaut in China, seit 2019 im Dienst)*

Ist Deutschland wirklich gut beraten, wenn es den Russen „zur Strafe" den Fertigbau der Ostsee-Pipeline NORD-STREAM 2 verwehrt?)

China verbindet mit dem Bauvorhaben aber noch weitergehende Ziele. Denn als Gegenleistung für die chinesischenInvestitionen bietet Russland Zugang zu den Ressourcen in der Arktis. Unter dem Begriff „Polare Seidenstraße" treibt Peking seine Agenda voran. Chinesische Investoren werden staatlich angehalten, sich an Unternehmen und Projekten in der Arktis-Region zu beteiligen.

Die chinesische Reederei COSCO schickt bereits Schiffe auf die arktische Reiseroute. 2018 war das bislang erfolgreichste Jahr. Im Vergleich zu dem längeren Weg über den Suezkanal verkürzt die Nordostroute die Transportzeiten China – Nordeuropa um bis zu 40 Prozent auf ca. 15 Tage. Die vorhandenen (russischen) Eisbrecher erlauben noch (!) keinen ganzjährigen Betrieb. (Quelle: Tagesspiegel)

Nachtrag, 21. Sept 2020, (Übersetzung Eberhard Hewicker):

Feuer an Bord Polar-Eisbrecher „Healy"

Die U.S. Coast Guard berichtet, dass am 18. Aug 2020 ihr Polar-Eisbrecher „Healy" (WAGB-20) während einer Reise in die Arktis ein Feuer im Haupt-Maschinenraum erlitten hat. Es gab keine Verletzten. Die diesel-elektrisch angetriebene „Healy" ist im November 1999 in Dienst gestellt worden. Das Schiff war 60 sm entfernt von Seward, Alaska, als um 21:30 Uhr ein Feuer in der elektrischen Anlage gemeldet wurde. Das Brand-Abwehr-

Team schaltete den betroffenen Motor aus und meldete das Feuer um 21:56 als gelöscht. Die Ursache des Feuers ist derzeit noch unbekannt.

Polar-Eisbrecher „Healy", Dieselantrieb

Die Antriebsmotoren sind kritische Teile des Antriebsstranges, welche mit der von den Dieselgeneratoren erzeugten elektrischen Leistung die Antriebs-Propeller drehen. Wegen des Brandschadens ist der Steuerbord-Propeller nicht mehr funktionsfähig. Das Schiff ist auf dem Rückweg nach Seattle für weitere Untersuchungen und Reparaturen.

Vor dem Feuer hatte die „Healy" eine 26-tägige Unternehmung in Rahmen der Operation Arctic Shield durchgeführt, mit der US-Präsenz an der russischen Grenze im Bering-Meer und in der Arktis gezeigt werden sollte. Am 18.August 2020 verließ die „Healy" den Hafen Seward mit 11 Wissenschaftlern an Bord, um in der Arktis die Nationale Sicherheit der USA zu schützen und wissenschaftliche Untersuchungen durchzuführen. Auf Grund des Feuers sind erst einmal alle Aktivitäten in der Arktis abgesagt worden.

Bis zur erfolgten Reparatur der „Healy" ist die Arktis-Kapazität der USA nun sehr beschränkt. Da gewinnen die geplanten Polar Security Cutter um so größere Wichtigkeit. Im April 2019 hatten US Navy und Coast Guard bei *VT Halter Marine* in Pascagoula, Mississippi, den Entwurf für solche Schiffe und den Bau des ersten Schiffes beauftragt. Eine Option besteht für den Bau von zwei weiteren Rümpfen. Anfang 2021 soll der Bau des ersten Schiffes beginnen, welches 2024 abgeliefert werden soll. Im Budget für 2021 wird die vollständige Finanzierung des zweiten Schiffes gefordert. Die Genehmigung des Budgets steht aber noch aus.

Nachtrag vom 04. Oktober 2024

USCG Icebreaker 'Healy' Rushes Back to Arctic to Counter Growing Chinese and Russian Influence

By : Malte Humpert, Maasmond Maritime News Clippings, 04.Oct 2024

Two and a half months after suffering from an engine room fire, the U.S. Coast Guard icebreaker HEALY is back in action. The vessel set sail from its homeport Seattle late on October 1st.

It is expected to reach its area of operation in the Arctic Ocean around October 25 for a 10-week mission. Healy will return to Seattle no later than December 15. According to an earlier announcement operations may be limited to ice-free waters and the marginal ice zone, with no more than 70 percent first-year ice coverage. With continuous ice coverage in parts of the western Tschuktschen Sea near the terminus of Russia's Northern Sea Route, Healy will likely stay in the waters of the Beaufort Sea to the north of Alaska and Canada. It was here, near Banks Island, that the vessel suffered an engine room fire in July forcing it to return to Seattle on half power. Repairs took around three weeks. Healy's fall patrol comes at a time when Russia and China continue to jointly step up their Arctic presence. Last week China dispatched two Coast Guard vessels, Meishan and Xiushan, to meet up with Russian border patrol counterparts. Following a patrol in the sea of Japan the vessels ventured into the North Pacific taking the small fleet into the Arctic. The vessels are now operating in the Bering Sea and Strait, the narrow waters between Russia and Alaska at the entrance to the Arctic Ocean.

This is the furthest north the USCG has ever observed Chinese coast guard activity. "While patrolling the maritime boundary between the United States and Russia on routine patrol in the Bering Sea, a HC-130J Super Hercules airplane crew from Coast Guard Air Station Kodiak observed two Russian Border Guard ships and two Chinese Coast Guard ships approximately 440 nm southwest of St. Lawrence Island," the U.S. Coast Guard confirmed.

The U.S. Pentagon has expressed concerns about the "growing alignment" between China and Russia in parts of the world, including in the Arctic. China has long pursued an interest in what it calls the Polar Silk Road. In recent weeks a number of Chinese container ships traveled across the Arctic, including the first two Panamax vessels successfully transiting Russia's Northern Sea Route. The route is a short cut for merchant vessels between Europe and Asia.

Earlier this summer, China dispatched three icebreakers into the Arctic for the first time, contrasting sharply with the U.S. Coast Guard's abilities. At the time both aging U.S. icebreakers were in port undergoing repairs and service life extension."This recent activity demonstrates the increased interest in the Arctic by our strategic competitors," said Rear Adm. Megan Dean, commander of the 17th Coast Guard District. "The demand for Coast Guard services across the region continues to grow, requiring continuous investment in our capabilities to meet our strategic competitors' presence and fulfill our statutory missions across an expanding operational area." It will be at least another five years until the USCG receives its first new icebreaker in nearly 30 years. The *Polar Security Cutter* continues to face ongoing delays, with construction expected to finally start before the end of this year (2024).

Nachtrag, 09. Oktober 2024

The Nuclear Icebreaker „Yakutia“ has undergone a Physical Start-Up of its Reactor Unit

Shipbuilders of the Baltic Shipyard of the United Shipbuilding Corporation (USC), together with representatives of counterparty organizations, launched the starboard reactor unit on the nuclear icebreaker *Yakutia* of Project 22220. The reactor was brought to the minimum controllable power level, and the launch equipment was calibrated, the corporation's press service reported to *Sudostroenie.info* on October 7. "The physical launch is the result of painstaking and intense work by many specialists. They performed a huge amount of commissioning work, carried out all the necessary tests of systems and equipment. The most important stage of the icebreaker's construction has begun, during which the nuclear "heart" of the vessel will beat at full capacity, comprehensive mooring tests of the order will be carried out, after which Yakutia will be able to go to sea for the first time to conduct sea trials," commented Alexander Konovalov, General Director of the Baltic Shipyard. Before the launch, fuel assemblies were loaded into the reactor. The physical start-up of the installation was carried out in the normal mode. After completion of the work on the left reactor, specialists will begin comprehensive tests of the entire nuclear power plant of the icebreaker Yakutia, consisting of two RITM-200 reactors. The main power plant of the icebreaker includes two RITM-200 reactors with a thermal capacity of 175 MW each. A distinctive feature of the reactor is its integral layout. Due to this, the reactor is two times lighter, one and a half times more compact and 25 MW more powerful than the reactor Installations previously used for the icebreaker fleet of the KLT type. This made it possible to make the icebreakers of Project 22220 double-draft, to provide improved technical characteristics in terms of speed and icebreaking ability.

The design of the reactors allows for reliable operation during the rolling of the nuclear-powered vessel with an oscillation amplitude of 45 degrees and a pitching of 15 degrees. The service life of the reactors is 40 years, the corporation adds.

Let us recall that *Yakutia* is the third serial universal nuclear icebreaker of Project 22220. The contract for the construction of the icebreaker *Yakutia* was concluded between the Baltic Shipyard and FSUE Atomflot (part of the Rosatom State Corporation) in August 2019 following the results of an open tender. The keel of the nuclear icebreaker Yakutia was laid on May 26, 2020, and the launch took place on 22. November 2022. According to the terms of the contract, the vessel should be handed over to the customer in December 2024. The vessel is currently undergoing mooring trials.

(Source: Sudostroenie; Photo: USCG

Explosion on Icebreaker "Kapitan Kosolapov" in St. Petersburg

The victims were taken to intensive care. The explosion occurred the previous morning during repair work on the icebreaker "Kapitan Kosolapov" on the territory of the Kanonersky ship repair plant in St. Petersburg. This became known to *78.ru*. As a result, two welders were injured. According to preliminary data, the victims were fixing a leak in a fuel tank where gases had accumulated. The explosion occurred as a result of a spark during Measurements of metal structures. The workers managed to get out of the machine on their own. They suffered burns to their hands and face and were taken to intensive care.

Investigators who arrived at the scene seized official documents. An investigation is underway into the incident. All the circumstances of the incident are being clarified. The icebreaker "Kapitan Kosolapov" is a double-screw single-deck vessel with an extended forecastle. It was built in 1976 at the Wärtsilä shipyard (Helsinki, Finland). The vessel is named after the captain of the Azov Shipping Company Alexander Dmitrievich Kosolapov. The icebreaker has an ice class of LL4, which allows it to move in a solid ice field up to 1 m thick at a speed of at least 2 knots.

(Source: 78.RU)

Nachtrag, 28. Januar 2025

Russia's Zvezda Shipyard delivers first Arctic Oil Tanker after 3-Year Delay, but Vessel already sanctioned by US

By : Malte Humpert , gCaptain 28.01.2025

After years of trying to construct Arctic-capable oil and LNG tankers within Russia, the Zvezda shipyard in the Far East has, for the first time, succeeded in delivering a vessel. The 69,000 dwt Arc6 ice-class Panamax shuttle tanker **VALENTIN PIKUL** has been delivered to registered owner **Rosnefteflot JSC**. The vessel is now listed as "for orders" outside the Zvezda yard. It is expected to shuttle oil from the Varandey offshore loading system, the world's most northerly continuously operating oil terminal, in the Pechora Sea to the Murmansk transfer hub.

Last week's round of U.S. sanctions targets the flow of Russian oil from its three Arctic projects, **Varandey, Prirazlomnoye**, and **Novy Port**. The new sanctions target the entire fleet of ice-capable oil tankers, including in a preemptive manner newly launched **Valentin Pikul**.

Russia will likely continue to employ shadow fleet tactics to sell oil to markets, though the latest measures have led to apprehension among buyers as concerns over secondary sanctions grow for anyone landing sanctioned Russian oil.

Like the Arc7 LNG tankers under construction at Zvezda alongside **VALENTIN PIKUL**, large parts of the ship were designed and constructed by Samsung Heavy Industries, with final assembly and buildout at Zvezda. With an Arc6 ice class the 257 meter-long vessel will be able to break through **up to 1.50 m of ice** and operate independently without icebreaker assistance.

Like its larger Arc7 LNG carrier cousins it is a double-acting ship with an **icebreaking stern** used in more challenging ice conditions. The Zvezda shipbuilding complex has been touted by Russian President Putin as a key tool to overcome dependence on South Korean shipyards for Arctic-capable tankers. Zvezda is also constructing the world's largest nuclear icebreaker, twice as powerful as any other. However, progress at Zvezda has been limited with a number of vessels years behind schedule and their future uncertain due to the departure of Western companies.

VALENTIN PIKUL may be followed by the first Arc7 LNG carrier **ALEKSEY KOSYGIN** in the coming weeks. The vessel completed a first set of sea trials earlier this month. Delivery of additional Arc7 gas carriers will depend on if Russia can complete the LNG membrane tank and procure azimuthing propulsion units without Western suppliers.

Nachtrag, 28.01.2025

Einbau der Hauptschalttafel, Nuklear Eisbrecher „Tschukotka“

28. Januar 2025 Baltiysky Zavod, USC

Spezialisten der Baltischen Werft der United Shipbuilding Corporation (USC) haben die Hauptschalttafel an Bord des im Bau befindlichen Nuklear-Eisbrechers „Tschukotka“ eingebaut. Dies geht aus einem Bericht des Unternehmens vom 28. Januar 2025 hervor.

Die Hauptschalttafel wird elektrische Energie von Quellen empfangen und auf verschiedene Verbrauchergruppen auf dem Schiff verteilen. So wird der Kontrollraum während der Liegezeit mit Landstrom versorgt und nach Abschluss der Bauarbeiten mit Strom aus den Generatoren des Eisbrechers. Neben der Verteilung der elektrischen Energie auf dem Schiff dient der Kontrollraum auch der Steuerung der gesamten Schiffstechnik.

Baltiysky Zavod weist auch darauf hin, dass der Bau der „Tschukotka“ heute eine der wichtigsten Etappen erreicht

hat: die Errichtung der Aufbauten des Eisbrechers. Der Einbau und die Montage der Strukturabschnitte, die mit Ausrüstung gefüllt werden, sind im Gange. Die Höhe des Eisbrechers wird nach Fertigstellung des Rumpfes mehr als 50 Meter betragen.

Tschukotka ist der vierte „Universelle nuklear angetriebene Eisbrecher“ des Projekts 22220, zu dem auch die Yakutia gehört (siehe weiter oben!).

Daten der nuklear angetriebene Eisbrecher des Projekts 22220 :

Länge	- 173,3 Meter	Minimaler Arbeitstiefgang	- 9,03 m
Breite	- 34 m	Tiefgang	- 10,5 m
Propellerleistung	- 60 MW	Nutzungsdauer	- 40 Jahre
Verdrängung	– 33 540 t	Besatzung	- 53 Pers.

(Source: Sudostroenie)

Nachtrag, 02.Feb 2025

TRUMP: U.S. WILL ORDER 40 BIG ICEBREAKERS FOR THE COAST GUARD

02 FEB 2025

In a speech last week in North Carolina, President Donald Trump suggested that the U.S. would soon be ordering 40 big icebreakers for the Coast Guard, and that Canada wants in on the deal. Asked about U.S. trade relations with Britain, Trump gave his thoughts on why Canada should become the 51st U.S. state. The U.S. is losing too much money to Canada on trade deficits, he said, and joining the U.S. would mean lower taxes (and no U.S. tariffs) for Canadians. "*Why are we paying all of that money to Canada when we could use it ourselves, right? You know, we’re going to order about 40 Coast Guard big icebreakers. Big ones. And all of a sudden, Canada wants a piece of the deal. I say, 'Why are we doing that?*'" Trump said. "*I mean, I like doing that if they’re a state, but I don’t like doing that if they’re a nation. . . . I would love to see Canada be the 51st state." The U.S. Coast Guard currently has funds from Congress for a planned three-vessel order for the Polar Security Cutter program, built by Bollinger. The first was approved in late December after years of delay, and the program faces cost overruns. The service's last icebreaker study suggested a need for at least three more medium icebreakers in addition to the current program of record, and its regional icebreaker fleet for the Great Lakes is also advancing in age.*

At present, the service's seagoing fleet has one heavy icebreaker and one medium icebreaker - both aging - and one "bridging strategy" icebreaker, a commercial conversion that will fill gaps until delivery of the first Polar Security Cutter. Canada has had prior involvement with America's icebreaker ambitions.

Last year, under the previous administration, the U.S., Canada and Finland announced an icebreaker technology-transfer initiative called the ICE Pact (Icebreaker Collaboration Effort). Finland's Helsinki Shipyard is the recognized leader in icebreaker construction outside of Russia, and it was recently purchased by Davie, the

Canadian shipyard that holds Canada's "program icebreaker" contract.

Davie has pledged to invest in a U.S. facility to build icebreakers for the international market, once it secures the right shipyard partner. "It is about providing the capability for like-minded nations to uphold international rules, norms, and standards to sustain peace and stability in the Arctic and Antarctic regions for generations to come," the three nations said in a statement at the time. (Source: Marex, 02 FEBRUARY 2025)

Nachtrag, 02. April 2025

Das russische, eisbrechende Patrouillenfahrzeug „Ivan Papanin“ (Iwan Dmitrijewitsch Papanin war ein sowjetischer Polarforscher. Er leitete die Expedition Nordpol-1, bei der 1937 zum ersten Mal Menschen das Umfeld des geographischen Nordpols betraten) ist am 31. März 2025 in Severomorsk, dem Haupt-Marinehafen auf der Kola-Halbinsel, eingelaufen.

Built at the Admirality shipyard in St. Petersburg, the warship is not an icebreaker, but has an ice-reinforced hull much like the Norwegian Coast Guard vessel *KV Svalbard* and the Canadian *Harry DeWolf* class Coast Guard vessels. The ships have multirole functionalities:

1. Icebreaking up to 1,70 m thick ice (Arc7), 2. tug-boat, 3. SAR missions and 4. Cargo transport.

The *Ivan Papanin* is armed with a 76 mm artillery gun, has a helipad and hangar designed for Ka-27 helicopters. The ship can also carry UAVs and high-speed small

boats. Near the stern there are platforms for Kalibr-K cruise missiles. Such launch containers were not present when *Ivan Papanin* came to Severomorsk. Russia will get 4 ships of the class; 2 navy patrol ships for the Northern Fleet, and 2 FSB Coast Guard vessels, the *Purga* and *Dzerzhinsky* which will sail for the FSB Coast Guard. Next vessel of the class, the *Nikolai Zubov*, will likely follow next year.

Displacement 6 800 t Standard, Kiel-legung: 2017 Stapellauf: 2019
Length: 114 m **Beam:** 18 m **Draught:** 6 m **Ice class:** Arc7
Installed power 4 × Diesel Generators (4 × 3 500 kW)
Diesel–electric propulsion; two shafts (2 × 6 300 kW)
Speed 18 kn
Range 10 000 sm at 10 kn
Complement 60 core crew + 50 extra mission crew

Nachtrag, 22. November 2025

Kiellegezeremonie für den atomgetriebenen Eisbrecher *Stalingrad* fand auf der Baltischen Werft in St. Petersburg statt

22. Nov 2025 (Foto: Rosatomflot)

Die *Stalingrad* wird der siebte Eisbrecher des Projektes 22220 sein.

Die *Arktika, Ural, Sibir* und *Yakutia* fahren bereits in arktischen Gewässern und brechen das Eis für Schiffe, die entlang der Nord-Ost-Passage fahren. Die beiden Eisbrecher *Tschukotka* und *Leningrad* befinden sich auf der Baltischen Werft im Bau und sollen bis Ende 2026 und 2028 an Rosatomflot abgeliefert werden. Alle russischen Atom-Eisbrecher operieren von einer Basis bei Murmansk aus.

Die Eisbrecher der neuen Generation werden von zwei RITM-200-Kernreaktoren (2 × 175 MW) angetrieben. Sie sind in der Lage, Eis mit einer Dicke von 2,80 Metern zu brechen. Ziel ist es, Fahrten durch die Nord-Ost-Passage von der Kara-See im Westen zur Beringstraße im Osten ganzjährig zu ermöglichen. Daran haben besonders chinesische Container-Schiffe Interesse.

Am 18. November nahm Wladimir Putin an der Kiellegungszeremonie für die *Stalingrad* teil, allerdings nur per Videoübertragung aus dem Bunker in Moskau.

Als Russland im Jahr 2013 das erste Schiff der neuen Eisbrecher-Generation, die *Arktika*, auf Stapel legte, hatte man entschieden, dass alle Schiffe der Serie Namen aus der Geographie der Arktis erhalten sollten.

Diese Politik änderte sich mit dem umfassenden Krieg gegen die Ukraine, und es wurde nun beschlossen, dass die nächsten beiden Eisbrecher die Namen von historisch bedeutsamen Schlachten aus der Zeit der Sowjetunion tragen sollten. Aus *Kamtschatka* wurde *Stalingrad* und aus *Sachalin* wurde *Leningrad*. Außerdem sollen die beiden letzten Eisbrecher anders gemalen werden als die vorherigen Schiffe. *Leningrad* und *Stalingrad* werden in den Farben der russischen Flagge gemalt sein, und Vorkante Brücke wird ein riesiges Bild einer Statue aus dem Zweiten Weltkrieg im sowjetischen Stil zieren. Eine Propaganda, die in der Arktis wohl nur wenige Menschen werden wahrnehmen können. Die Stadt Stalingrad wurde übrigens 1961 im Rahmen der „Entstalinisierung" der Sowjetunion offiziell in Wolgograd umbenannt. Damals wollte man sich vom Diktator Josef Stalin distanzieren.

Nachtrag, 30. Mai 2026

Die South China Morning Post schreibt:

Erst China, jetzt Südkorea: Warum asiatische Großmächte auf die kommerzielle Schifffahrt in der Arktis setzen

Die Durchfahrt durch die arktischen Gewässer könnte die Transitzeiten nach Europa verkürzen und angesichts steigender geopolitischer Risiken eine Alternative zu den traditionellen Routen bieten

Months of disruption through the Strait of Hormuz have prompted a rethink of global supply chains, with South Korea now following China in pushing to commercialise the Arctic shipping route to Europe.

South Korea aimed to open a regular route through the waters by 2030, following a trial voyage set to debut later this year, according to a broader maritime development plan released on Tuesday by Seoul's Ministry of Oceans and Fisheries.

"To prepare for the Arctic shipping era approaching after 2030, we will phase in the opening of the route according to long-term national strategies," the ministry said, adding that a trial service between Busan and Rotterdam would launch in the second half of this year.

Seoul would also expand its national icebreaker fleet, train polar experts and strengthen international cooperation, it said.

The move would make South Korea only the second major Asian nation after China to explicitly develop the Arctic route as a commercial link to Europe.

Chinese carrier Sea Legend Line launched its China-Europe Arctic container express route last October, sending a vessel from Ningbo to the UK's Port of Felixstowe. The planned 18-day journey stretched to 20 days after a storm in the Norwegian Sea, yet it still held a significant advantage over the roughly 25 days required by the China-Europe

Railway Express, the 40-day journey through the Suez Canal and the 50-day route around the Cape of Good Hope.

The Arctic shipping lane has also become a focal point in Sino-Russian ties. Following Russian President Vladimir Putin's state visit to Beijing last week, both countries pledged to deepen cooperation on developing the Northern Sea Route and boosting cargo volumes.

The Arctic shipping lane could become a crucial alternative as South Korea seeks new trade routes, South Korean Oceans Minister Hwang Jong-woo said at a press conference on May 14. He also voiced Seoul's opposition to Iran's push to impose a transit toll through the Strait of Hormuz, calling the move a "violation of international law", Korean news agency Yonhap reported.

Transits through the strategic waterway – which in peacetime handled about a fifth of the world's oil and liquefied natural gas flows – have fallen to a fraction of pre-war levels since the US-Israeli war on Iran began. Even so, the Arctic route is currently navigable for only three to four months a year – though Hwang said icebreakers could extend that window to as much as nine months by 2040. Preparations must begin now, he stressed. Following the announcement, state-backed maritime finance agency Korea Ocean Business Corporation and the Korea Shipowners' Association selected Busan-based Panstar Line as the winning bidder for the trial voyage. A 3,000 TEU unit container ship would depart Busan, transit the Arctic and arrive in Rotterdam between August and September, depending on ice melt and weather conditions, according to late-April bidding documents. The government said it would provide financial subsidies and port fee discounts to the operator.

Source : South China Morning post

Nachtrag, 08. Juli 2026

China sends three research icebreakers on Arctic expedition

China has sent three research icebreakers from Dalian on its 16th Arctic Ocean scientific expedition, a four-month mission organised by the Ministry of Natural Resources, according to the Polar Research Institute of China.

XUELONG, XUELONG 2 and JIDI left the northeastern Chinese port on 3rd July. The expedition is scheduled to finish in early October. A fourth research vessel, TANSUO-3, is due to join the mission later, bringing the programme to four ships and 361 scientific personnel. The expedition will focus on the impact of climate change in the Arctic. The work will cover sea ice, hydrology, biology, ecology and the atmospheric environment, as well as research into the accretion mechanism of the Gakkel Ridge and the dynamic evolution of oceanic crust. The programme also includes joint operations with scientists from Russia, Germany and other countries, with the work aimed at supporting scientific understanding, environmental protection and Arctic governance. Wang Jinhui, head of the 16th Arctic expedition, said the Arctic environment is undergoing rapid and profound change driven by global warming, with sea-ice melt trends intensifying. He Guangshun, chief engineer at

The XUE LONG moored in Fremantle
Foto : Piet Sinke ©ww.maasmondmaritime.com

China's Ministry of Natural Resources, told the departure ceremony that the mission carried major responsibilities and called on the expedition team to complete its work plan while maintaining production safety. The launch comes in the opening year of China's 15th Five-Year Plan period and adds to the country's use of specialist research tonnage in Arctic operations. The Polar Research Institute of China, also known as the China Polar Research Center, is a public institution under China's Ministry of Natural Resources. Its remit covers polar scientific research, polar operations and expedition support. The Ministry of Natural Resources is a government department of the People's Republic of China responsible for natural resources administration, including marine and polar affairs.

Source: DAILY COLLECTION OF MARITIME PRESS CLIPPINGS, 08-07-2026

Nachtrag, 30. Juli 2026

U.S. Coast Guard Icebreaker „HEALY" Suffers Significant Engineering Casualty During Sea Trials

The U.S. Coast Guard icebreaker HEALY suffered a significant engineering casualty during post-refit sea trials off the Washington coast. No injuries were reported after the incident, which occurred while the 420-foot cutter was operating northwest of Port Angeles. On July 13, 2026, tugboats safely towed Healy back to its homeport in Seattle after the casualty "The crew of Coast Guard Cutter HEALY acted with speed and skill in responding to this casualty," Coast Guard Commandant Admiral Kevin E. Lunday said in a statement.Lunday said the incident highlights the need to expand the United States' icebreaker fleet as the Coast Guard continues its Arctic missions. "While the Coast Guard remains underway and on mission in the Arctic, this casualty underscores the vital importance of President Trump's vision to rapidly build and deliver a modern icebreaker fleet," he said. "The United States is an Arctic nation with enduring security, economic, and strategic interests in the region. The Nation needs a highly capable icebreaking fleet operated by the Coast Guard to ensure year-

round access to the region to protect our northern border in Alaska and maritime approaches in the Arctic."The Coast Guard has not disclosed the cause of the engineering casualty or the extent of the damage. Per sources, the casualty involved **a crankcase explosion** in one of Healy's engines during sea trials following its recent shipyard period. The source said the affected engine room was taken offline and a tug was sent as a precaution. The Coast Guard has not confirmed those details. Publicly available Automatic Identification System (AIS) data showed HEALY conducting high-speed sea trials west of Port Angeles, reaching speeds of more than 20 knots before slowing to about 2 knots and stopping. Video from a publicly accessible webcam later showed the Foss Maritime tug **Marshall Foss** towing the vessel back to Seattle on July 13. The impact of a crankcase explosion depends on its severity. Minor incidents may require inspection, cleaning and replacement of damaged parts, while more serious explosions can damage the engine frame or crankshaft, trigger secondary fires and require extensive repairs or engine replacement. HEALY is powered by four medium-speed Sulzer 12ZAV40S diesel generators arranged in two separate engine rooms divided by a fire-resistant bulkhead. The design allows each engine room to operate independently, providing redundancy if one engine room becomes unavailable. Modern marine diesel engines are fitted with crankcase relief valves designed to release pressure during an internal explosion and help limit damage.

The Coast Guard has not said whether any of those systems were involved or provided details about the vessel's condition. HEALY suffered a propulsion motor fire during an Arctic deployment in 2020, forcing the cancellation of that year's mission. Another fire in August 2024 cut short its Arctic patrol.

Commissioned in **1999**, the 420-foot HEALY supports scientific research, Arctic domain awareness and national security operations.

HEALY moored at the Coast Guard base in Seattle

The vessel has become increasingly important as commercial activity and strategic competition grow in the Arctic.

The Coast Guard said it continues to maintain a strong presence in the region to secure the U.S. northern border and maritime approaches. Coast Guard Cutter STORIS, commissioned in August 2025, remains deployed in the Arctic. Last week, Coast Guard Cutter MUNRO monitored two Chinese research vessels transiting north through the U.S. Exclusive Economic Zone and over the U.S. Extended Continental Shelf in the Bering Sea as part of Operation Frontier Sentinel. The operation is intended to protect U.S. sovereign rights, ensure consistency with international law and enable a rapid response to detected malign activity.The service said it has seen increased activity in the U.S. Arctic in recent years and expects more vessel traffic this summer.

The Coast Guard works to modernise its aging icebreaker fleet. It said funding from the One Big Beautiful Bill Act includes nearly $15 billion for new assets and capabilities, including the **Arctic Security Cutter program**, which is intended to strengthen U.S. sovereignty, secure

shipping lanes, protect energy and mineral resources, and counter adversary activity in the Arctic. The Coast Guard's separate **Polar Security Cutter program** continues to face delays, with a government watchdog projecting delivery of the first heavy icebreaker in March 2033, nearly a decade later than originally planned.

The vessel is intended to replace **Polar Star**, the Coast Guard's only operational heavy icebreaker, which entered service in **1976** and has remained in service through repeated life-extension efforts.

Under the Arctic Security Cutter program, the first four **Medium Icebreakers** will be built in Finland before production shifts to U.S. shipyards. The first cutter is expected to be delivered by the end of **2028**. The Coast Guard said Healy will remain in Seattle while investigators determine the cause of the engineering casualty. Source: DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2026– 200, 30-07-2026 Page 19

Nachtrag, 08. August 2026

Trump's $6.8 Billion Arctic Icebreaker Plan Faces Scrutiny Over No-Bid Shipbuilding Contracts

President Donald Trump's plan to build a larger fleet of Arctic icebreakers has resulted in nearly $6.8 billion in shipbuilding contracts being awarded without competitive bidding, creating debate over the size of the fleet, the cost of the programme and the decision to skip the usual tender process. The plan includes 11 new polar icebreakers, although the US Coast Guard had earlier said it needed only four or five such vessels to meet its operational requirements.

Trump has long argued that the United States needs a stronger presence in the Arctic as melting ice opens new shipping routes and access to natural resources. He has also pointed to Russia's much larger icebreaker fleet, saying the US has fallen behind in a region that is becoming increasingly important.

The deal followed discussions between Trump and Finnish President Alexander Stubb. According to The New York Times, Trump called Stubb while he was at his summer residence in Finland and expressed interest in buying a fleet of large ships capable of breaking through Arctic ice. Two months later, Trump and Stubb announced an agreement for 11 icebreakers worth almost $7 billion, with the vessels to be built in both the United States and Finland. The contracts were awarded through a rarely used public-interest exemption, which allowed the administration to directly select shipbuilders without opening the project to competitive bids.

Under the agreement, Davie Defense, the US subsidiary of Canada's Inocea Group, is expected to build five ships. Finnish shipbuilder Rauma will construct two vessels, while Bollinger Shipyards will build up to four ships at its facilities along the US Gulf Coast. The programme has been described by the administration as a boost for American shipbuilding.

However, the first four icebreakers are expected to be built in Finland after Trump waived rules that usually require national

security vessels to be constructed in the United States. US officials say the expanded fleet will help the Coast Guard operate in Arctic waters, support military activities and maintain access to shipping routes that are becoming easier to navigate as sea ice reduces.

The plan has faced questions from analysts who say the number of ships may be higher than the Coast Guard's stated requirements. The Coast Guard's previous assessment found that fewer heavy polar icebreakers were needed. Some analysts also said Russia's larger fleet is linked to its geography and Arctic population, making a direct comparison with the United States difficult.

The cost of the programme could also extend beyond ship construction. Experts have warned that additional spending may be needed for infrastructure, maintenance, and recruiting and training crews to operate the expanded fleet.These future operating costs were not included in the initial procurement announcement. The funding for the project has also drawn attention because some of the money comes from legislation that provided billions of dollars for border security efforts, giving the administration flexibility in how those funds are allocated.

For Finland, the agreement provides an opportunity for its shipbuilding industry, as the country is considered one of the worlds leading builders of icebreakers. The deal also strengthens defence ties between Finland and the United States. Supporters say the larger fleet will improve US national security and strengthen maritime capabilities. Critics argue that the Trump administration moved ahead without competitive bidding and committed significant funds to a programme where long-term costs and requirements remain under discussion.

Source: moneycontrol, nytimes 08-08-2026